Dayton, Ohio, December 21, 1904.

Mr. Carl Diensbach,

New York.

Dear Sir:

Your letter of August 24th, inclosed in a letter to father, arrived in Dayton while father was away from the city for several months and having been misplaced,was only delivered to him lately.

We thank you for the translations of the articles you wrote for the Illustrierte Aeronautische Mitteilungen concerning xxx the flights of our Flyer at Kitty Hawk last December. We read German with difficulty, and the translation has been a great convenience to us.

Through the courtesy of our local newspaper reporters, we have been enabled to carry on our experiments this year within a short distance of our city without the knowledge of this fact becoming generally known.

We have made some flights in every month since June, excepting July. Our early flights were limited by the fact that we did not desire to go outside of the field in which we were located and that we did not consider that we had had sufficient practice to attempt turning the circle. It was not until the 15th of September thatwe changed our course from a straight line to a curve, which enabled us to cover a distance of about a half mile. On the 20th of September we made our first complete circle and returned to the starting pointafter having covered a distance of about 4300 feet over the ground, and 4900 feet through the air as recorded by a Richard's xxxxx anemometer attache to the Flyer. The greater distance recorded by the anemometer was

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 (The greater part of the time in making a circle in the wind is consumed in travelling against the wind.)

due to the wind blowing at the time of the trial. The record of the anemometer in flights made in calm air has always agreed almost exactly with the distance measured over the ground. The two longest flights of the season were made on the 9th of November and the 1st of December. In each of these flights we made almost four complete circles and covered a distance of a little over four and one half kilometers, at a speed of about 35 miles an hour. In the flight of November 9th a weight of 50 lbs.(iron bars) were carried in addition to the weight of the operator; in the flight of December 1st, 70 lbs.

Some of our flights have been made at a speed of over 40 miles an hour through the air and about 50 miles over the ground when travelling with the wind. Some landings were made when travelling over 40 miles an hour. The flight of Nov. 9th had a duration of 5min. and 4 seconds; that of December 1st 4 min. and 52 seconds.

We made no attempts at spectacular flights, rarely going more than 30 or 35 feet above the ground.

Although 105 landings were made during this seasons'experiments the machine has suffered serious damage only a few times and these in flights in which the landing was accidental and not premeditated. Flight after flighthas been made without any damage to the machine whatever.

Again thanking you for your courtesies, we remain,

Sincerely yours,

Wilbur & Orville Wrights
O.W.

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Mr. Carl Diensbach,

#35 W. 118th Street,

New York City.

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